

The Hong Kong Telegraph.

(ESTABLISHED 1881)
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WEATHER FORECAST
FAIR.

March 20th, 1912, Temperature a.m. 59, p.m. 65; Humidity...76, 73.

March 20th, 1911, Temperature a.m. 60, p.m. 60; Humidity...87, 69.

No. 8740

三月初二年壬子

THURSDAY, MARCH 21, 1912.

四月廿一英港三日報

886 THE ANNUAL
SIMEON COPE 10 CENTS.

March 20th, 1912, Temperature a.m. 59, p.m. 65; Humidity...76, 73.

COAL CRISIS.

A NEW COMPLICATION.

[Service to the "Telegraph."]

Bombay, Mar. 21, 7.30 a.m.

The decision of the Miners Federation has again complicated the situation. The Federation insists upon a minimum of 5/- for adult workers except piece workers, and of 2/- for boys.

WILL THE BILL PASS?

The Unionist leaders have given notice that they will move the rejection of the Bill. Mr. Balfour is to move the rejection. This is regarded more as a demonstration of protest than as an indication of Unionist determination to wreck the Bill. It is still thought that the Bill will pass.

The attitude of the Federation is causing grave anxiety to Militarists regarding the fate of the Bill.

The Federation says that the Bill must contain schedule rates for hours in each district and calls upon the Labour Party thus to amend the Bill.

NO SURRENDER.

Afterwards, a miners' leader interviewed described the position as even more complicated than it was a fortnight ago. "Nothing," he said, "will induce us to give way."

RAILWAYMEN'S DEMANDS.

London, Mar. 20, 9.5 p.m.

The railwaymen's demands include a 25/- minimum for all adults.—Reuter.

IMPORTANT MEETING.

London, Mar. 20, 12.15 p.m.

The Miners' Federation has held an important meeting and considered the Coal Mines Bill. The general feeling was that there were no insurmountable obstacles to the men resuming work.

A conference of the Yorkshire and Derbyshire surfacemen telegraphed to Mr. Ramsay MacDonald stating that unless the minimum is granted to the surfacemen, there would be no settlement.

RAILWAYS HARD HIT.

London, Mar. 20, 4.55 p.m.

The week's decreases in railway traffic total 2571,000. Individual companies' decreases were:—North Eastern £20,000; Midland 283,000; North Western £32,000.

The prominent lines are experimenting with oil fuel.

HOPEFUL OUTLOOK.

A settlement of the immediate crisis is hopefully looked for. The employers believe the men will resume work, but that there will be no guarantee against a fresh strike.

PREPARING TO RESUME.

The Yorkshire miners are preparing for immediate return, and the Scottish miners have been warned to be in readiness to resume work on Monday. The Sanquhar pits have been reopened.

RAILWAYMEN'S PROGRAMME.

The Amalgamated Railwaymen have announced their intention of submitting a new National programme to the Companies in May.

TELEGRAMS.

COAL CRISIS.

DISEASE AND REMEDY.

[Service to the "Telegraph."]

London, Mar. 20, 8.55 p.m.

Mr. Bonar Law considered that the remedy was perhaps worse than the disease. (Cheers). It was evident that the Miners' Union was so powerful that it could bring pressure in order to obtain this boon. If this were true, it was certain that every other trade would strive for minimum wage. He emphasised that despite promises, Mr. Asquith has given no guarantee to the owners. (Cheers.)

COMMENT AND CRITICISM.

Mr. Claude Lowther gave notice to move an amendment declining to proceed with the Minimum Bill unless it provides for compulsory arbitration. While the Liberal Press is unanimous in its praise of the Government's ingenuity and statesmanship, the phrases "Colossal Sham" and "Nerveless surrender to the Labour Desperadoes" epitomise generally the comments of the Conservatives, who denounce the lack of safeguards to secure the minimum output and to prevent a recurrence of national strikes. They declare that agitation is already afoot in many unions, especially that of the railwaymen, to obtain a minimum wage. The "Times," however, reminds the critics that the Bill is designed to meet the existing crisis, and not the relations between labour and capital. The paper believes that the country approves the Government's solution.

DESIRE TO RESUME.

The Miners' Federation meets to-day. Speeches made by some of the leaders last evening indicate that they may insist upon the inclusion of wages schedules, in the Bill, but there is a growing desire among the miners to resume owing to the depletion of the funds of the Unions. This will probably necessitate acceptance. Rioting occurred in Lanarkshire, Lancashire and Derbyshire yesterday, but was not serious.

THE FIRST READING.

The first reading of the Minimum Wages Bill was passed, the House not dividing. It is generally understood that the Bill will be passed.

GERMAN STRIKE ENDED.

The Westphalian strike, which commenced on the 11th inst., has collapsed, the Miners' Unions declaring that the rigorous measures of the authorities and the hostility of the Press make it hopeless to continue. (Cheers.)

LABOUR LEADER ARRESTED.

London, March 20.

Mr. Tom Mann, president of the Syndicalist Education League, has been arrested in connection with the prosecution of the newspaper "Syndicalist" on a charge of inciting the troops not to fire on the strikers.—Reuter.

TELEGRAMS.

IMPERIAL DEFENCE.

PREFERRED ADVICE.

[Service to the "Telegraph."]

London, Mar. 20, 8.50 p.m.

In his speech on the naval estimate Mr. Churchill, alluding to Imperial Defence, said that it was not for the Admiralty to initiate proposals to the Dominions.

COMMENT AND CRITICISM.

Any request for export assistance would be received with the utmost cordiality. "We will do our best," Mr. Churchill continued, "to help them to a wise decision, convenient and agreeable to themselves and of sound military value, based upon the true principles of Imperial Defence. They may be sure that we will inform them of all the facts of our naval policy with the utmost frankness."

COMMITTEE OF IMPERIAL DEFENCE.

Referring to the question of associating Ministers of the Dominions with Imperial Defence consultations here, he said that the subject was not free from difficulties, but as time passes it

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CLASS DISTINCTIONS.

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ENFRANCHISEMENT BILL.

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FOUR ARRESTS.

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INCENDIARY PUNISHED.

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KAISER'S VISITS.

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LA BOILE EXPLOSION.

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THE CASUALTIES.

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THE SIX NATIONS' LOAN.

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THE POSTPONEMENT.

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TELEGRAMS.

CHINA IN TRANSITION.

TROOPS SATISFIED.

[Our Own Correspondent.]

Shanghai, Mar. 21, 9.20 a.m.

The troops in the native city have been paid an instalment of wages and have been promised increases. The disturbances are at an end.

LOAN OF A MILLION.

Bombay, Mar. 21, 7.30 a.m.

Reuter understands that an

Eastern bank, which is participating in the loan of a million sterling to China, is not receiving the support of the British Government.—Reuter.

SALE OF ARMS.

Bombay, Mar. 21, 7.30 a.m.

Sir Edward Grey, replying in the House of Commons to Mr. Charles Batherst, said that he was not aware of any restrictions imposed on Britishers regarding the sale of arms to the new Chinese Government. They were merely advised to abstain during the revolutionary struggle.—Reuter.

THE SIX NATIONS' LOAN.

Shanghai, Mar. 20.

Dr. Sun Yat-sen has announced his intention of removing those

class distinctions which have had the effect of isolating the boat people in Kwangtung, Fukien, Chekiang and other provinces.

VOTES FOR WOMEN.

A bill for the extension of the franchise to women has been introduced before the Nanking Assembly.

TROOPS IN COLLISION.

The Kiangsu troops stationed in Nanking have attempted to

rob the offices of the department engaged in collecting funds for the Republican Government. The endeavour was frustrated by the Cantonese troops, who repulsed them.

START ON FRIDAY.

[Service to the "Telegraph."]

London, Mar. 20, 12.15 p.m.

Reuter's correspondent at Berlin states that the Kaiser starts on his visit on Friday.—Reuter.

THE POSTPONEMENT.

London, Mar. 20.

The Kaiser's visit to Vienna has been postponed. The postponement is believed to be connected with the ministerial changes.—Reuter.

THE SIX NATIONS' LOAN.

Owing to the objections raised by one of the parties, the question of the foreign loan subscribed to

by six nations has been postponed.—*Shat Po.*

TELEGRAMS.

NEW BATTLE-CRUISER.

RECORD STRENGTH.

[Service to the "Telegraph."]

Bombay, Mar. 21, 7.30 a.m.

The battleship-cruiser Queen Mary, has just been launched at Jarrow. She is the most powerful cruiser in the world.—Reuter.

PERSIA'S REPLY.

London, Mar. 20, 9.5 p.m.

Reuter's correspondent at St. Petersburg states that Persia has replied to the English-Russia Note of Feb. 20. The reply is satisfactory on all points.—Reuter.

MORE ESPIONAGE.

London, Mar. 20, 9.5 p.m.

Another arrest was made yesterday.—Reuter.

WOMANHOOD SUFFRAGE.

London, Mar. 20, 9.5 p.m.

He did not believe that such restraint would now break the spell, but hoped that the moderate though sufficient standard

that the Government had set up as a guide and indication would remove uncertainty from our

naval policy, and avoid the yearly necessity of prolonged and heated debates in which all sorts

of references had to be made to the building of other Powers.

He was sure that that did no good.

EXCHANGE OF INFORMATION.

London, Mar. 20, 9.5 p.m.

Negotiations had been in progress for some time with Germany for an exchange of naval information, and he would be

very glad if they should reach a satisfactory conclusion. "I shall always be ready," went on Mr.

Churchill, "to state what ships are building and when they shall be completed, provided I receive reciprocal information. I want

to avert ill-feeling caused by the suspicion that vessels are being built apart from those officially

announced. This would be of great benefit to relations between

Britain and Germany."

REMARKABLE SPURT.

Shipping

? GOING HOME?

WHY NOT

A Holiday
at Home,
and a way
to get
there that's
a holiday.

See the beauties of Japan, of Honolulu (the Paradise of the Pacific) of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U. S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for pictures under the superintendence of caterer of International Repute.

THE COST: is not more by this route, with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.-

KOREA	18,000	"	Apr. 2	1 P.M.
SIBERIA	18,000	"	Apr. 16	"
MANCHURIA	27,000	"	Apr. 30	"
MONGOLIA	27,000	"	May 20	"
KOREA	18,000	"	June 18	"

INTERMEDIATE.-

Persia	9,000	"	Mar. 26	"
China	10,200	"	Apr. 23	"
Nile	11,000	"	"	"

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).

Telephone No. 141.

FRED J. HALTON,

Agent.

Hongkong, 24th January, 1912.

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CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain J. R. O'SULLIVAN, due at HONGKONG from RANGOON on 2nd April, will be despatched for KOBE same day, at Noon, taking Cargo and Passengers current rates, to be followed by S.S. "FULTALA," 4,152 tons, Capt. H. Oldiley.

WESTWARD.

The S.S. "FAZILKA," will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 28th March, 1912, at 4 p.m., followed by the S.S. "WARDHA" on 10th April, taking cargo and passengers at current rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Telephone No. 215,

Hongkong, 10th March 1912.

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Notices

Notice

PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.30 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	10 min.
NIGHT CARS.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.45 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 6.00 p.m.	10 min.
6.00 p.m. to 7.00 p.m.	15 min.
7.00 p.m. to 8.10 p.m.	10 min.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Cars at 11.45 p.m.	

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Building, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 3rd Nov., 1911.

THE FAMINE IN CHINA.

EIGHT Families Districts with an area of 30,000 square miles.

TWO and a half million people are starving.

PLEASE SEND YOUR CONTRIBUITION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer H. G. GULLAND, Esq., Manager, International Banking Co., London, Shanghai.

Hongkong, 24th Jan., 1912.

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CELLULAR.

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SHOES

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TAILOR

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OUTFITTER,

MYSTERY OF MENELK.

Peer's Tour in Abyssinia.

Lord Cranworth, who, it will be remembered, settled in British East Africa some three years ago, has recently arrived in London, having just completed a five months' "tramp" through Abyssinia and the surrounding territory. To a reporter Lord Cranworth described some portion of his journey, and incidentally added his quota to the mystery of King Menelk.

"We went up from the South," said his lordship, "starting from Nairobi, and, naturally, as Abyssinia has not, to my knowledge, been entered from the South before by white men, we went over much new ground. The object of our journey was to endeavour to establish trading relations, if possible, both with the Abyssinians and the tributary tribes, and Mr. Storey, who was with me, represented the Government of British East Africa for that purpose."

A Waterless Track.

"Our first trouble was the 300 miles of desert to be crossed, but, as we carried plenty of water, we got over that all right, and as soon as this waterless track was crossed we found that what we had hoped for was the case, and that there was plenty of cattle. By the way, contrary to expectation, there was a lot of big game in the country we went through, elephants, lions, rhinoceroses abounding."

"We entered Abyssinian territory at Moyali, and went right through to the coast on the North calling on many chiefs on our way. The Boran tribe were most friendly, and willingly agreed to enter into trading arrangements with us. The possessors enormous number of cattle, and appear to be very populous and wealthy. Of course, they have not had very much experience of white men, and must have been something of a novelty to them. Certainly they looked up to us in a manner which was in marked contrast to the manner of the Abyssinians themselves, the latter appearing rather to look down on us."

Emperor in Bandages.

"We met the native doctor who is supposed to be in attendance on King Menelk. He received his medical training in London and spoke English very well. I asked him if it were true that Menelk were really alive, and he frankly acknowledged that he did not know. He went, he told me, every three months to the palace at Adis Ababa, and a figure was brought in to him there. This figure was swathed in bandages from head to foot, and a great mask, in which two holes were cut for the eyes, was fitted over the face. He was always told that this was Menelk, but he did not know, as the whole of the body and head was completely hidden. It is difficult to say what the Abyssinians themselves believe, but I should imagine that the great bulk of the population believe the king is dead. Fighting in the country is very frequent, the Oras, or chiefs of the various tribes, declaring that Menelk is dead, and declining therefore to pay tribute. The Oras of a province appear to collect the tribute all right, but, no longer frightened by the shadow of the great king, keeps it for himself."

"The Crown Prince, a strapping fellow of 16, collects the tribute from the district wherein his 50,000 soldiers give him control, and when I passed through the north a big battle had just been fought between his soldiers and those of the Oras of that district, a battle in which the Royal troops were victorious. I had, through an interpreter, a number of talks with the Crown Prince, and he struck me as being fairly intelligent. Already he keeps a harem, and he never goes out of doors unless accompanied by 5,000 rifles."

A State of Chaos.

The Abyssinians, though ignorant, seemed to me to be more intelligent than the Boran and other local tribes, who are of a very low order indeed. I saw more land under corn than there is in the whole of the rest of Africa, and even Menelk's subjects took to the idea of trading. The whole country, however, is in a state of chaos, and it is impossible to say, in the absence of any settled government, what will be the result of our visit."

People are downtrodden by the army, some of whom, I may mention, are armed with the latest European rifles. It is commonly supposed that there are upwards of a million rifles in the country, and they are still coming in. If we can get those people to supply us with cattle I do not anticipate that there will be any difficulty in getting them south across the desert, as they could be brought during the wet season, and, as is well known, African cattle can travel quite a long way without water."

Lord Cranworth is returning, with Lady Cranworth, to his home in British East Africa very shortly, preferring that country, in whose future he strongly believes, to England.

THE BRITISH THOROUGHBRED.

Recruits who Promise well at the Stud.

These are prosperous times for English breeders. From all parts of the world there are increasing demands for our thoroughbreds. Prices are advancing all round. Naturally owners of what are called fashionable stallions are not oblivious to this state of things, and so we find stud fees going higher and higher. Mind you, there is a reverse side to this rosy picture. The task of "filling", a moderate horse is just as difficult as ever it was. When I say a "moderate" horse I mean one that did not shine on the racecourse, says a writer in a Home paper. It does not follow that they are not just as worthy of patronage as some of the "swells". Now and again one of them forces himself into prominence. Tredenius is a notable example. His Turf record was beneath contempt, and only a few years ago his stud fee was only £5. Then came along his son, Bachelor's Double, who was immediately backed up by Horner's Beauty. Consequently we now find Tredenius run after at 200s.

A Notable Beginner.

Quite a number of well-known horses are beginning their stud careers this season. One of the most notable is Willonyx. I was privileged to see this son of William the Third at the Egerton Paddocks, Newmarket, a few days ago. Here we have a horse who had no chance of distinguishing himself in classic races for the sufficient reason that he was not entered therefor. Had he been given the opportunity, the probability is he would not have done anything brilliant at Epson or Doncaster in 1910. His power had not reached maturity that season; but last season, when a four-year-old, he acquired great fame by winning the Chester Cup, Ascot Stakes, Ascot Gold Cup, the Cesarewitch, and the Jockey Club Cup. In the Cesarewitch he carried the record weight of 9st. 5lb. He stood revealed as one of the greatest stayers, and one of the soundest horses we have seen in recent times.

The ideal of stamina embodied in Willonyx. Such horses are all too rare, even in England. It is well, therefore, that we should make the most of them when they do come along. Our breeders were quick to appreciate the situation. Within a few hours of the announcement that Willonyx was to go to the stud this season all available nominations to him for the present year were snapped up. The fee was 250 guineas, and at that breeders had to subscribe for three years. Additional nominations can be obtained for 1913 and 1914, but they will cost 300 guineas each.

The Sundridge Family.

Another beginner at the stud this season is Sunder, who has retired to Mr. S. B. Joll's place at Maiden Erlegh, near Reading. His qualities are, of course, very different from those possessed by Willonyx. Sunder's metier was speed. In his own department he was as brilliant as the son of William the Third, or very nearly so. He is a typical representative of the Sundridge family—vastly more so than Sunstar, who also starts his stud career this season. The latter, of course, is at Mr. J. B. Joll's establishment at Childwickbury, near St. Albans. The lists of both horses filled in

sixty, Sunstar's at 300 guineas and Sunder's at 200 guineas.

Other horses, who have just gone to the stud are Bachelor's Double, who, at 200s, is standing at Mrs. Bailey's place on the outskirts of the city of Limerick; the luckless Seaforth, who was successful as a two-year-old, and who, through an accident, is now blind, or nearly so; he is at the Granfield Stud; Tipperary, along with Lally; Marajua, Jack Snipe, Magic (who so sensationally defeated Bayardo in the race for the Goodwood Cup), and Dibs, all of whom are at the Compton Stud in Dorsetshire Bucklehole, who is at Highclere; Seneschal, quartered at Shoveley, near Newmarket; Howick, who keeps Neil Gow company at Adstock, in Buckinghamshire; and, King's Proctor, a son of Persimmon, stationed at the Stockwell Stud, where the other morning the first foal born to Bayardo came into the world.

FOR PHOTOGRAPHERS.

A CHANCE FOR EVERY AMATEUR.

The proprietor of the "Hongkong Telegraph" has decided to continue during March his offer of two prizes for the best photographs submitted to the editor by amateur photographers, during the month.

The first prize is one of

\$10

and the second is one of \$5.

It has been decided to widen the scope of the competition. To restrict it largely to active life in the Colony excludes many amateurs who are not yet experienced in this class of work. As the whole purpose of the competition is to stimulate interest in photography in Hongkong it has been

felt better to remove all restriction and to

give everyone a chance. Pictures of active life, then, pictures of still life, pictures recent or pictures taken months ago, pictures of life or scenes in Hongkong or pictures taken in any part of China, pictures taken at home—any picture, general or local, may be sent along if it possesses interest at all. With the competition of so comprehensive a character there is a chance for any amateur photographer in Hongkong to win one of the prizes. The rules of competition appeared in the issue of March 1.

Photographic Competition Coupon.

March 21, 1912.

I agree to enter the photographic competition on the express understanding that the editor's decision shall be final, and that he may, at his discretion, use the print sent herewith either in the "Hongkong Telegraph" or the "Weekly Telegraph."

Name.....

Address.....

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

WANTED A Junior Office Assistant for a Merchant's Office. Apply to P. Q. It., c/o "Hongkong Telegraph." Hongkong, 19th March, 1912. [246]

WANTED An Assistant English Teacher for the Diocesan School. Apply to The Headmaster. Hongkong, 19th March, 1912. [246]

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MANUFACTURERS of Complete Electric Plant, Power Schemes and Complete Telephone Installations.

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LARGE STOCKS held of all Electrical Supplies, Wires, Cables Fittings, Shades, Bells, Telephones, Batteries, Switchboards and Switch Apparatus, Steam Dynamo Sets, Motors, Arc Lamp Carbons, Robertson Lamps and Osram Metal Filament Lamps.

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14, DES VŒUX ROAD. [50]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILMAKERS, FORGECASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships' Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

5-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK
787ft. by 88ft. by 34ft. 6in.
Pump empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing facilities for launching ship with most efficient result.

1/0-TON ELECTRIC CRANE on QUAY.—
ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHIPS RAMPING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Contractual Work.

MANAGERS AND AGENTS:

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HONGKONG, CHINA.

Notices

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Manager.

Hongkong, 16th Jan. 1912. [95]

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Manager. [25]

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W. GALLAGHER, Manager. [25]

HOTEL LISTS.

ASTOR HOUSE.

Adair, H.	Morgari, O.
Adams, H. C.	Morris, Mrs.
Alix, R.	de
Andrews, Miss I.	de
Andrews, Capt. W.	Moritz, K.
Ayer, Jr., F.	Baer, Miss T. S.
Klimanek, P.	Morton, Mrs.
Baldwin, Mr. and Baldwin, Mr. and	Baker, Miss L. C.
Krusenak, A.	Beck, F. W.
Kuhn, Capt. C. G.	Biro, L.
Lafranz, J. P.	Bratt, Mr. & Mrs.
Lager, E. D.	C. E. & family
Locardier	Porte, Miss M.
Lebillios, Mr. & Mrs.	Philippe, Miss
Lemaitre, R.	Feinstein, J.
R. E.	Frensch, Baron
Meyer, A.	Frankel, H.
Lloyd, G. T.	ness H. von
and maid	Graendo, A.
Mackie, D. D.	Hughes, Mr. and Mrs.
Mackie, Mr. B. H.	Mrs. Mrs.
Macquorn, T. M.	Mrs. Mrs.
Blackett, Mr. and	Mrs. Mrs.
Mr. D. P.	Mrs. Mrs.
Blacklock, G.	Makin, H. R.
Bowack, G.	Mariott, Dr. O.
Burtt, W. H.	Marshall, Misses
Bumann, F.	Mash, J. S.
Bridges, H.	McArdle, Mrs. and
Brown, M. R.	McDonald, Mrs.
Marshall, W. B.	McDowell, Mrs. and
Marsteller, Maj. L.	McFarlane, Capt.
Meatlie, Mr. & Ms.	McGinn, Mrs.
Meines, Mr. & Ms.	McGinn, Mrs.
Mr. J. T. Wr.	McGinn, Mrs.
Mercoff, J.	McGinn, Mrs.
McKean, Dr. W.	McGinn, Mrs.
Mickle, D. M.	McGinn, Mrs.
Miller, Mr. and	McGinn, Mrs.
Coohran, Miss M.	McGinn, Mrs.
Mrs. H. K.	McGinn, Mrs.
Coppo, M.	McGinn, Mrs.
Cronch, G.	McGinn, Mrs.
Curry, G. P.	McGinn, Mrs.
Davies, Hon. W.	McGinn, Mrs.
Morris, J.	McGinn, Mrs.
Napier, J.	McGinn, Mrs.
Rees, F. C.	McGinn, Mrs.
Don, Miss M. A.	Nichols, J. C.
Dony, Miss M. A.	Nichols, Gen. Sir
D'Oettingen, V.	O'Donnell, Mrs. F. S.
Donaldson, Capt. F.	Odom, F. S.
E. k.o.c.v.o.	Onderdonck, Mrs.
Drew, W. C.	and maid
Farnham, F.	Pitman, H. H.
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"HONGKONG TELEGRAPH."

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The Hongkong Telegraph.

HONGKONG, THURSDAY, MARCH 21, 1912.

THE PRIME MINISTER'S TASK.

On successive days the House of Commons has listened to speeches by Ministers dealing with subjects which have something in common. Mr. Churchill dealt with war between nations, the cost of preparing for it, the need for reducing that cost. Mr. Asquith dealt also with war, civil war, industrial war, the results of which are not less terrible though less immediately apparent. In both speeches, too, a precedent was established; by Mr. Churchill in courageously dropping stupid references to "another Power" and boldly naming that Power; by Mr. Asquith in respect that the Bill he introduced proposed to set up a legally established and accepted minimum wage in the mining industry.

We commented here yesterday on the difficulty of Mr. Churchill's task. That of the Prime Minister was not more easy. He had to frame a Bill which should settle, at least for a time, a dispute which was not one between Tweedledum and Tweedledee. The differences between the two parties have not been reduced materially though all the ordinary channels of mediation have been tapped. They are apparently irreconcilable, and the task of bringing them even approximately near to each other is a hard and thankless one. Moreover, the Prime Minister had to satisfy not only both sides in the struggle, but also the public; which has been the chiefest sufferer and has a strong right to be considered. Yet, making all allowance for the difficulty of the problem, one is bound to say that Mr. Asquith does not appear to have been courageous in his attempted solution. At best he offers only a make-shift, and the matter is surely not one to be tinkered with. The Bill contains no penal provisions either upon one side or upon the other. It does not compel the mine-owners to open his pits nor the miners to descend into the pit. It is a Bill chiefly notable for what it does not do and we must speak of it mainly in negation.

The chief weakness of the Bill is that, while it is designed to end the present dispute and get the men back to work as early as possible, it has not been framed with an eye to preventing a recurrence of the present trouble. Mr. Claude Lowther, again, put his finger on a fatal weakness when he remarked the absence of any provision for compulsory arbitration. The blunt truth is that Mr. Asquith, not for the first time, has been hampered by thoughts and fears of his allies. He dared not offend the Labour Party seriously, for their support is necessary to him. He dared not go too far with this Bill lest they should follow it up with demands for a general minimum wage Bill, with demands for a right-to-work Bill, from which it is but a step to a right-to-feed Bill. Difficult in itself, Mr. Asquith's task was made doubly so by reason of past coqueting with the labourists. His solution meets the needs of the moment, and that is a matter for satisfaction, but the country would doubtless have much preferred to see him grapple boldly with the problem, not alone in its present phase, but as it may present itself in the near future.

DAY BY DAY.

All is but lip wisdom which wants experience.

To-day's Paper.

Two interesting articles appear on page 3, one on the British Thoroughbred and the other on the "Mystery of Menlo Park." An account of the career of the distinguished British aviator Gilmour, who was recently killed, will be found on page 8.

H.M.S. Astraea is expected in port this afternoon.

At the Magistracy this morning, two boys were remanded on a charge of attempting to alter a forged order note with intent to defraud.

A fine of \$25 or one month's hard labour was imposed on a Chinese at the Magistracy this morning for assaulting L. S. Wills in Canton Road, Kowloon, yesterday.

At the Supreme Court to-day, before Mr. Justice Gompertz, Liang Man-hin sued Chung Cheuk-sang, to recover \$818.50 being principal and interest on money lent on a promissory note. Judgment for the full amount was entered for the plaintiff.

Lieutenant Brandon's family say that the reports of his attempted escape from the fortress at Weisai are absolutely "false and malicious," and have caused his friends the greatest possible pain and annoyance. It would be interesting to know precisely whether the lieutenant is on parole, or whether he is confined within the fortress. It is generally understood that the latter is the form of detention.

At the Marine Court before Commander Beckwith this morning, Lam Ho, a boatwoman, was fined \$15 for disobeying the lawful orders of the Harbour Master and refusing to stop when called upon. For being on the s.s. Tjibodas without the master's permission, Ip Tsun was fined \$25, while three boatwomen summoned for mooring their craft within 100 yards of low water mark in a prohibited place and during prohibited hours, were fined \$5 each.

A Distinguished Visitor.
Among the passengers expected by the N. D. L. S. Lutzow to-day was Professor Elliott, formerly President of Harvard University.

The "Yellow Dragon."
The February number of the "Yellow Dragon" is largely occupied by a report of the prize distribution at Queen's College on Feb. 8. As a frontispiece a group of scholarship winners is given.

The Harbour Shooting Case.
After hearing further evidence yesterday, Mr. Irving adjourned the hearing of the case wherein six men were charged with assaulting the police on the s.s. Sui An on Feb. 28 until Monday next. The evidence was reported fully in the "Telegraph" of yesterday.

Fodder in the Philippines.
Quartermasters of the United States Army in the Philippines have found it possible to grow forage for their cavalry and the transportation animals in the islands instead of bringing hay and timothy and oats across the Pacific at great expense. The problem apparently has been solved by the cultivation of guinea grass at Jolo, and it is estimated that by the use of the native grass the cost of forage can be reduced to one-fourth or less of its present cost.

A Gambling Case.
At the Magistracy this morning, before Mr. Irving, fifteen men were charged with gambling in a house in High Street, West Point, yesterday. According to the evidence of the police, packs of card were strewn all over the floor. One of the defendants had been previously convicted and heavily fined for keeping a gambling house.

The man who had been previously convicted was fined \$25 or six weeks and each of the remainder \$2 or seven days.

The Finance Department of Siam is inviting tenders for the purchase of 50,000 kilogrammes weight of old nickel coins.

It is stated that General Badon Powell, who is now delivering lectures on the Boy Scouts movement in the United States, will probably visit Bangkok in course of his tour round the world.

Placards to the number of 100,000 bearing the words "Beware Helpins," have been distributed broadcast in Montreal. This is the first step in a movement to abolish the modern feminine danger. The placards were posted on fences, telegraph poles, street cars, and everywhere it was possible to stick one.

"Adyphysis," or thirstlessness, is the name given by Professor Schmidt, of Lunsbruck University, to a new disease, or rather a newly discovered symptom. Being led to investigate the subject by a chance remark of a patient, he has found that many persons either never feel thirsty or abnormally seldom (oligodipsia). They consequently drink very little, they never perspire even in a Turkish bath or after taking aspirin. The condition is nearly always combined with neurasthenia.

A propos of the wave of criminality now sweeping over New York, it is interesting to note that exactly 3,600 persons were reported missing to the New York police during 1911, of whom 2,000 were found and restored by the detective force. Approximately 1,000 of the missing persons were women, most of them young girls between the ages of 14 and 20. The total number of persons who have disappeared from New York during the five years 1906-11 and have not been traced is 4034.

Tokyo Exhibition.

A committee formed in Tokyo in connection with the Great Exhibition originally planned for 1917, which has been abandoned by the Government on account of financial considerations, held a meeting on the 4th instant, when it decided to urge the Government to reconsider its decision.

The committee points out that if the original scheme is too costly, the building of the Tokyo Municipality and the prefectoral governments, which in turn might be assisted by private business men. Another meeting of the committee is to be held to ascertain the financial requirements of such an undertaking.

Japan and the Strike.

As showing the close connection between nations which has come about as the result of the ramifications of commercial development, and the far-reaching effect of modern national crises, it is interesting to note that the indirect effect of the great coal strike has already been felt in Japan. The "Japan Chronicle" understands that a well-known British firm in Kobe has just lost an order amounting to some Yen 10,000 on account of not being able to guarantee delivery by a certain date. It is probable that no little amount of business will be lost in the Far East owing to this.

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DISTURBANCE AT A MILL.

Question of Tiffin Time.

At the Magistracy this morning, before Mr. Melbourne, three men appeared on a charge of creating a disturbance at the Hongkong Mill, Causeway Bay, on the 17th inst.

Mr. Walker appeared for the defence, whilst Mr. Beaumont, an official of the firm, appeared to prosecute.

Mr. Beaumont in the course of his evidence said that he had been employed at the mill about eighteen months.

Until October last it was the custom at the mill to stop the engines from twelve to one o'clock, so that the employees could have tiffin. Since that date the time for meals had been altered to the period of 12.15 to 12.30, but caterers and others were permitted to bring food to the employees who were allowed to dine at the mill. On the date in question when the gate was opened to allow of the men to get their food a disturbance took place outside and the gate was closed. The disturbance was meant to interfere with the working of the mill.

It was really a protest against the dinner time being altered. There was also a small gate, and through this people other than professional caterers, such as the members of employees' families, who were delivering food, were allowed to pass in their supplies. When he found that the caterers outside the main gate were excited he thought it wise to close the gate. Some of the workmen had gone out and those assembled outside threatened him with violence. He telephoned for the police and defendants were arrested. He was instructed to ask that the charge against two of the defendants be withdrawn, as his firm only wished to punish one as a lesson to the others, and as a means of preventing a recurrence of a previous disturbance which had been dealt with by the Magistrates. On the day in question he opened the gate about ten minutes past twelve, five minutes earlier than usual.

Defendant pleaded guilty to both counts.

George William Gordon, Master of the India, said that while they were lying in the Shanghai river on the date in question, the defendant, against the direct orders of the chief engineer, left the ship and went on shore, taking all his effects with him. The same order was given by the chief officer, but the defendant went ashore and stayed there until next morning.

Defendant in answer to the magistrate averred that the chief engineer gave him leave to go.

This, however, was explained by that officer, who said he gave defendant leave to go ashore at 1.30 p.m. but at 4.30 he returned and asked for an extension, which was, however, refused. He thereupon said he would go and take all his men with him, which he subsequently did.

Commander Beckwith in sentencing the man to 10 weeks' imprisonment with hard labour on each count, said the case was a serious one and he proposed to make an example of the man as in my opinion.

I put it to you that the large caterers were calling out about the small men crowding round the big gate instead of using the small one. At the time there were only a few people passing food through the small gate. I could not see what was happening on the outside from the inside.

But you state that they were there?—Yes, I could see one or two in closing the gate.

Was the first defendant one?

I could not say. I was not the man who arrested him.

Do you know first defendant?

—I have seen him before. He had workers in the mill some time before.

Is he in the habit of bringing food to the workmen?—Yes.

And so far as you know that is his only means of a livelihood?—That is so.

How many people do you say were outside the gate?—I can't say because I was inside the compound. After the gates were opened there were two or three hundred.

Then you don't know much about what happened at all?—Why?

You told me so.—I did not.

I have my own business inside.

How many workmen do you employ?—Over 1,100.

Were they inside or outside?—When the engine stopped at 12.15 some went outside and some came to the gate to get their food.

You don't understand Chinese?—No.

And for all that you know the men were calling the others for their food. If I say that they were you cannot deny it?—No.

Has there been a disturbance before?—Yes, I have been here before.

I put it to you that the large gate was opened later than usual

on the 17th and that is the cause of the trouble?—Earlier than usual.

But shut in five minutes?—Yes.

And not opened again until later?—No.

About twenty past twelve?—They refused to come in.

Ah! but you don't understand Chinese—I know. But I opened the gate for them to come in, and they shut it again and that is a refusal in my opinion. It is a big loss to us to have delay of over an hour and you do not know what it might lead.

I agree with that.

Mr. Walker then produced witnesses who stated that no threats were made and that the whole trouble was caused because the gate was not opened to time. There was no real trouble, simply confusion because the workmen could not get their food.

Mr. Melbourne said that he could not see where any violence was threatened and he would have to dismiss the case.

TROUBLE ON A MAIL BOAT.

Serang's Heavy Sentence.

An interesting case was heard at the Marine Court, when Mohammed Sallum, serang of the coal trimmers on board the R.M.S. India, was charged, at the instance of the Master, George W. Gordon, before Commander C. W. Beckwith, with unlawfully absenting himself from his ship without leave on March 9, and with instigating and combining with all the coal trimmers under his orders to disobey lawful commands, and to force their way out of the ship on the same date.

Defendant pleaded guilty to both counts.

George William Gordon, Master of the India, said that while they were lying in the Shanghai river on the date in question, the defendant, against the direct orders of the chief engineer, left the ship and went on shore, taking all his effects with him. The same order was given by the chief officer, but the defendant went ashore and stayed there until next morning.

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Commander Beckwith in sentencing the man to 10 weeks' imprisonment with hard labour on each count, said the case was a serious one and he proposed to make an example of the man as in my opinion.

Judging from the dress rehearsal last night, there can be no doubt that the A.D.C. is at least making a very high bid to continue its career, and a "Telegraph" representative who witnessed, with many others, the performance realized the justice of the claim that the Colony possesses quite a fair amount of dramatic talent.

The "Gondoliers" is by no means the easiest of Gilbert and Sullivan's comic operas. The tuneful music is such as can only be undertaken by good vocalists while the "book" affords opportunities in my of which are lost to the average amateur. To say that the members have gripped most of these in its way, the fullest praise possible, while some of the artists have already clearly indicated that they are out to do big things to-night and onwards.

Only words of praise can be spoken of the staging and the scenery. The dresses

TELEGRAMS.

OUR LATE GOVERNOR.

ARRIVAL AT SINGAPORE.

(Our Own Correspondent.)

Singapore, Mar. 21, 1.5 p.m.
Sir Frederick Lugard has called on the Governor.

Lady Lugard is still ill, and was unable to leave the ship.

PLANTATION TRAGEDY.

COOLIES KILL EUROPEAN.

(Our Own Correspondent).

Singapore, March 21, 1.5 p.m.
At the Shameen Estate at Pulau Bulang a European named Bastianus has been cut to pieces by Javanese coolies.

Another European named Bell was seriously injured.

The coolies objected to work overtime. Fifty of them have escaped to the jungle.

BRITAIN'S NAVY.

SQUADRON FOR MALTA.

[Service to the "Telegraph."]
Bombay, Mar. 21, 7.30 a.m.
Speaking in the House of Commons, on the Navy Estimates, Mr. Churchill, in reply to a question, said that a cruiser squadron would be permanently based at Malta. The dockyard there would be kept in a regular state of efficiency.—Reuters.

DR. SUN YAT-SEN.

Reception at Nanking.

A reception, notable in the social life of the Nanking foreign community, was held on March 16, at the home of Mr. and Mrs. A. A. Bullock, in honour of ex-President Sun and his Cabinet, by the Nanking Association. The ex-President's party included the returned delegates from Peking, Yuan Shih-kai's representatives, the Governor of Nanking and various Cabinet Ministers.

The attractive home of Mr. and Mrs. Bullock was prettily decorated with ferns, flowers and flags, the latter representing the Republic of China, and the United States of America, Great Britain and Germany. After the first greetings, the children of the community were presented to the ex-President, all receiving a hand-shake and a kindly word.

There were present over twenty Chinese and 100 foreigners, including the British, American and German Consuls, the Rev. J. Leighton Stuart, President of the Nanking Association, to whom in large measure was due the success of the occasion, and other members of the foreign community, besides several visitors who happened to be in Nanking.

There were no formal speeches, but conversation, music and refreshments made the time pass swiftly. The ex-President by his dignity, simplicity and evident force of character won the admiration of all who met him.

Mr. U. S. Surya Prakas Rao, writing in the "Hindoo Spiritual Magazine," says that the impossible becomes possible to the man who has practised steady gaze! A French peasant, he asserts, was able to kill small birds by steadily looking at them. But the most striking story is that of an opera singer who, under the Second Empire, was a great favourite with the public. Although he was a man of small intellect, he had a wonderful voice and an eye which slew. One of his greatest successes was his rendering of the "Curse" aria in an opera called "King Charles VI." During the singing of this aria, if his eye fell accidentally upon any one in the audience or on the stage, that person died. After he had killed a scene shifter, the leader of the orchestra, and an unfortunate merchant from Marocca, the opera was excluded from the repertoire. The writer of the article says the science and practice of "the gaze" is known among the Hindus as "Trataka Yoga." The practice suggests a far dealing with "mauligars," for settling disputes, and for excluding the desire.

THE MINIMUM WAGE.

What the Miners Demand:

In view of the Coal Mines Bill, it is useful to recall what the demands of the miners are. The present agitation had its origin in the controversy about abnormal places. There are workings in many collieries in which, owing to geological faults in the strata, invasions of water, broken roofs, low seams, and other causes men are unable to "get" sufficient coal to bring them in an average wage. It is the custom of nearly every coalfield for the colliery officials to make allowances for these conditions and to add something by way of compensation to the weekly wage of the men working under them. The men condemn this procedure as unsatisfactory, and contend that the system should be regularized by the establishment in each coalfield of a fixed minimum wage, to be paid to men in abnormal places irrespective of the amount of coal sent to the surface.

The Individual Minimum.

This was their original plan, but it has now been abandoned in favour of a much more comprehensive one. The arrangement proposed with respect to abnormal places is now sought to be applied to all places in all collieries. In other words, an individual fixed minimum wage is asked for every coal-getter whether he works in an abnormal place or not, and whatever wages he may be entitled to receive at piece-work (or tonnage) rates. The latest schedule of proposed minimum wages is the following, which was adopted at the miners' conference in London on February 2:

Yorkshire, 7s. Gd. Somersetshire, 4s. Lancashire, 7s. 11d. Midland Federation, Bristol, 4s. 11d. Gs. to 7s. Cumberland, 6s. Gd. Derbyshire, 7s. 11d. to 7s. Gd. South Wales, 7s. Nottinghamshire, 14d. to 7s. Gd. Northumberland, 7s. Gd. to 7s. 2d. North Wales, 6s. 6s. to 7s. 2d. Leicestershire, 7s. 2d. Forest of Dean, 5s. 10d. South Derbyshire, 6s. 6s. Gd. Cleveland, 5s. 10d.

Position of the Owner.

The owners at the joint national conference on February 7 made the following statement, setting forth their attitude towards the minimum wage demands:

The owners are prepared to assent to the proposition that each person in their employment should receive a fair day's work, but are convinced that the principle of payment in proportion to the amount of work performed is the only one which can be applied successfully in the case of coal-getters.

They are aware that there are cases in which, owing to difficulties arising in consequence of exceptional conditions in the working place, a man, while doing his best, is unable to earn what he would under ordinary circumstances. In such cases the owners recognize the necessity for special consideration, and are willing to discuss with the workmen the means by which this shall be ascertained.

As a matter of fact the coalowners in the areas of four of the five conciliation boards—South Wales, Durham, Scotland, and Northumberland—have hitherto taken up the position that an individual minimum wage is an impractical proposal, and that its adoption would seriously interfere with the working of the collieries and would affect the coal trade disastrously.

In the area of the English Conciliation Board, however—roughly the whole of England, except Northumberland and Durham, with the addition of North Wales—the coalowners have formulated the terms upon which they would be willing to accept the principle of the minimum wage. The English coalowners propose, with regard to coal-getters, that (where no agreement exists, as it does in Derbyshire and Warwickshire) the rate for abnormal places shall be 7s. 1.1-2d. They propose, further, that the rate for other workings shall be less than the rate for abnormal places, and they put forward

In New York the temperature for the second time this winter fell below zero on February 11, while in the northern parts of the State as much as 70deg. of frost were registered. In Virginia and in Maryland the spell of continuous frost has been of an almost unprecedented duration.

aged and infirm from the minimum wage arrangement.

Numbers of the Miners.
We give below the estimated number of miners employed in the various coalfields in England and Wales and the output of coal for the year 1910, the last year for which official returns are available:

	No. of Miners	No. of Surface Workers	No. of Miles
Scotland.....	112,206	26,067	503
Newcastle District.....	86,448	23,089	240
Durham District.....	88,827	21,054	252
Yorkshire and North Midland.....	190,206	47,818	620
Lancashire.....	89,246	10,880	207
Ireland.....	568	157	17
Liverpool and North Wales.....	65,88	13,829	210
South Wales.....	181,261	31,091	639
Midland and Southern District.....	84,441	20,701	563
Total ...	818,881	201,026	8,268
		1,019,407	

Funds of the Unions.

The numbers of miners who are members of the various miners' unions together with the estimated amount of the funds available for strike purposes, are as follows:

Distict.	Mem- bership	Funds £
South Wales	180,000	150,000
Durham	100,000	430,000
Yorkshire	80,000	100,000
Scotland	75,000	250,000
Lancashire and Cheshire	55,000	89,000
Wessex	35,500	80,000
Midland Federation	32,500	74,000
Derbyshire	30,000	400,000
Notts	30,000	220,000
North Wales	9,600	14,000
Cleveland	6,500	16,000
Cumberland	5,500	2,000
Leicestershire	5,500	20,000
Somerset	4,000	10,000
South Derbyshire	3,000	15,000
Forest of Dean	3,000	10,000
Bristol	2,000	5,000
Total ...	610,00	£2,167,000

LATE TELEGRAMS.

(From Manila Papers.)

Washington, March 11.

Advices received from Mexico City are most alarming. The American legation has applied to the Washington Government for guards. Despatches received at the State Department from the United States Ambassador in Mexico contain the information that a secret conference of all the foreign diplomats in the city was held and that as a result of the conference guards have been asked for all the foreign legations.

This action was taken in view of the chaotic conditions in the country and city. The armies of the revolutionists are approaching Mexico City and the worst sort of anarchy prevails.

March 14.

All the papers in the case of General Ainsworth have been turned over to the House of Representatives by the President. The papers were not demanded by the House but simply requested and the President readily extended the courtesy.

The United States is still doing everything possible to preserve the strictest neutrality between the warring factions in Mexico and especially to prevent the war of the insurgents from being carried on over the American border as there is an effort being made to do.

Yesterday, following a conference with the President the Foreign Relations Committee of the House introduced in the House a measure intended to prevent the shipment of arms into Mexico from the United States. The bill is designed to stop the gun running of the filibusters and anti-Madero forces.

In New York the temperature for the second time this winter fell below zero on February 11, while in the northern parts of the State as much as 70deg. of frost were registered. In Virginia and in Maryland the spell of continuous frost has been of an almost unprecedented duration.

CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, March 10.
The Provisional Council has submitted to the Governor-General three resolutions, passed by the members at a recent meeting, relative to the reorganization of affairs after the recent revolt.

They recommend that the police department should be directed by the Governor-General to ascertain the number of persons accidentally killed, and to furnish estimates as to the extent of damages sustained by various buildings in order that compensation may be granted. It is also suggested that revolutionary troops should now be drafted out of the city to ensure peace.

Chang Hoi-wan has made suggestions for dealing with the question of soldiers whose services are no longer required and are unable to obtain civilian employment. He thinks that they may be usefully employed in the development of Whampoa and Pratas Islands, the pulling down of the City Walls, and the building of a further Bund.

According to Chang the maintenance of peace should be in the hands of the police and not the soldiers. The inauguration of a force of citizen soldiery would, he thinks, be a means of affording any extra help that the police might need.

The Canton Mint is now turning out the newly designed coins, at the rate of \$10,000 per diem. Old coin is being recalled and reminted.

March 19.

On March 18, 130 members of the Canton Provincial Council attended a meeting to consider what steps should be taken against Lin Kik-chun, who commenced the trouble in Swatow. It was decided to ask for an enquiry and the punishment of Lin.

Dealing with the resignation of the Governor-General, the Council expressed the opinion that he should still retain his position, and ridiculed the idea of recalling Wu Han-man. If the Governor-General persists in his resignation it is suggested that Wong Ching-wai be asked to return.

March 20.

A telegram reached here to-day from Dr. Sun Yat-sen enquiring for particulars of the revolt of Wong Wo-shun and expressing regret at the occurrence. Dr. Sun thinks of visiting Canton to adjust matters.

The Governor-General has given orders for the arrest of the publisher of the "Chung Sheung Wu Po" (the organ of the Chamber of Commerce). The publication of this journal will also be permanently suppressed.

It appears that on the eighteenth and nineteenth inst., articles denouncing Chan Kwang-ming and the heads of the military and naval departments were published in this journal. These articles dealt with the recent revolt of Wong Wo-shun and held Chan Kwang-ming and the heads of these two departments responsible for the loss of lives and the destruction of properties. The Governor-General considered these articles seditious and capable of creating a breach of public peace. Besides the arrest of the publisher and the suppression of the paper, the offices of this paper were sealed up.

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WINIFRED

VIRGINIA CIGARETTES

THE CHEAPEST VIRGINIA
CIGARETTE COMPARED
WITH THE QUALITY
OFFERED

KRUSE & CO.

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED
FROM ALL WINE DEALERS

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

[21] [70]

GARNER QUELCH & CO.
WINE MERCHANTS.

DES VOEUX ROAD.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

[21]

[70]

JUST LANDED.

EX S.S. "EMPIRE."

AUSTRALIAN FROZEN:

BEEF

MUTTON

BUTTER

RABBITS

HAM

HALES

BACON

KIDNEYS, ETC.

THE DAIRY FARM CO., LTD.

[10]

MEE CHEUNG.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and from St. John, N.B. and Quebec
 "Monteagle" ... Sat., Mar. 28 "E. of Ireland" ... Fri., April 10.
 "E. of India" ... April 20 "E. of Ireland" ... May 17.
 "E. of Japan" ... May 11 "Alban Line" ... June 7.
 To Vancouver, B.C., calling at Shinghai, Nagasaki (through the Inland Sea of Japan), Kobo, Yokohama and Victoria, B.C.
 Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.
 For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
 D. W. Craddock, General Traffic Agent,
 Corner Foden Street and Tsim (Opposite Blake Pier). [8]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
 For Steamship
 TIENTSIN via TSINGTAU CHIPSHING* ... Saturday, 23rd Mar., Noon.
 MANILA, YUENSANG* ... Saturday, 23rd Mar., 2 p.m.
 SHANGHAI, CHOYSANG* ... Sunday, 24th Mar., D'light.
 SHANGHAI, KOBE & NAMSAK* ... Friday, 20th Mar., Noon.
 MOJI ... NAMSAK* ... Friday, 20th Mar., Noon.
 MANILA, LOONGSANG* ... Saturday, 30th Mar., 2 p.m.
 SINGAPORE, PENANG* ... Monday, 1st April, Noon.
 CALCUTTA ... FOOKSANG* ... Monday, 1st April, Noon.
 RETURN TOURS TO JAPAN (Occupying 24 days).
 The steamers "Kut-nug," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 Taking cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, via Chingwanta.
 Taking cargo on through Bills of Lading to Kudit, Labad, Datu, Simporna, Tawao, Usikan, Jesselton and Labuan.
 For Freight or Passage, apply to **JARDINE MATHESON & CO., LTD.**, General Managers.
 Telephone No. 215.
 Hongkong, 20th March, 1912. [8]

"SHIRE" LINE OF STEAMERS LTD.

PROJECTED HOMeward SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

For STEAMERS DATE OF DEPARTURE,
 LONDON & ANTWERP ... DEN OF GLAMIS* ... 6th April.
 LONDON ROTTERDAM } FLINTSHIRE 10th May.
 & ANTWERP
 Most steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.
 Does not carry Passengers.
 For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**, AGENTS.
 Hongkong, 16th March, 1912. [9]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.; AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE. WEEK-END SERVICE.

Commencing on the 30th instant and until further notice a Week-End Service will be arranged. The a.s. "HEUNGSHAN" will leave Hongkong at 10 a.m. on SATURDAY, 30th instant, for Canton and the s.s. "HONAM" will depart from Canton at 4 p.m., on SUNDAY, 31st inst.

HONGKONG-MACAO LINE.
 S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651 HONGKONG TO MACAO.

Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO. SUNDAY, 24th MARCH. The Company's Steamship, "SUI AN"

will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 6 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL. Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE. S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 a.m. Departures from Canton to Macao on Tues., Thurs., & Sat., at 4.30 p.m.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE. S.S. "SAINAM," 688 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED. HOTEL MANSIONS (FIRST FLOOR), Opposite the Blake Pier. [10]

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
 SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLE,	MISHIMA MARU,	WEDNESDAY, 27th Mar., D'light.
LONDON & ANTWERP via SINGAPORE, PEKING	Capt. A. E. Moore, T. 9,000	Mar., D'light.
COLOMBO, SUMA & PORT SAIGON	KAGA MARU,	WEDNESDAY, 10th April, Daylight
YOKOHAMA, & KOREA	Capt. M. Higino, T. 7,000	April, Daylight
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOREA, YOKOHAMA, & YOKOHAMA	TAMBA MARU, SANUKI MARU,	TUESDAY, 26th March, at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMAKURA MARU, YAWATA MARU,	SATURDAY, 23rd Mar., from KOBE
KOBE & YOKOHAMA	HITACHI MARU,	THURSDAY, 28th March, at 11 a.m.
NASKI, KOBE & YOKOHAMA	YAWATA MARU,	WED'DAY, 10th April, at Noon.
SHANGHAI, MOJI & KOBE	JINSEN MARU,	MONDAY, 25th March.
SHANGHAI, MOJI & KOBE	TOSA MARU,	WEDNESDAY, 27th March.

Cargo only.

Fitted with new system of wireless telegraphy.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

KIRIN MARU ... Tons 4,000... Capt. Deguchi... March 28th.

1912 PASSENGER SEASON 1912

FOR EUROPE.				
Steamer	Tons	Captain	From Hongkong	
MISHIMA MARU	9,000	A. O. Moses	Mar. 27th.	
KAGA MARU	7,000	M. Higino	April 10th.	
ATSUTA MARU	9,000	Wm. Thompson	April 24th.	
HITACHI MARU	7,000	T. Yamawaki	May 8th.	
MIYASAKI MARU	9,000	T. Murai	May 29th.	
FOR SEATTLE.				
TAMBA MARU	7,000	S. Wada	Mar. 26th.	
SANUKI MARU	7,000		April 9th.	
AWA MARU	7,000	T. Iriyama	April 23rd.	
INABA MARU	7,000	S. Tomonaga	May 21st.	

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Quater Road.

T. KUSUMOTO, Manager. [5]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Steamers	To Sail
SHANGHAI	"KWEILIN" ... 22nd ... 4 p.m.
SHANGHAI	"LINAN" ... 23rd Mar., M'night.
HAIPHONG	"SUNGKIANG" ... 24th ... 8 a.m.
MANILA, CEBU & ILOILO	"TEAN" ... 26th ... 4 p.m.
SHANGHAI	"CHINHUA" ... 28th ... 4 p.m.
WEIHAIWEI, CHEFOO &	"HUICHOW" ... 30th ... D'light
TIENTSIN	
SHANGHAI	"ANHUI" ... 30th ... M'night.
DIRECT SAILING TO WEST RIVER, Twice Weekly.	
S.S. "LINTAN" and S.S. "SAMUE"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MALAYA LINE.—Twin crew Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kalfong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE. TWIN-SCREW STEAMERS (Anhui, Chefoo, Linan, Chinkiang)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 26. Hongkong, 21st March, 1912. [5]

Shipping

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
 Deutsche Dampfschiffahrtsgesellschaft "HANSA."

EAST ASIATIC SERVICE;
 Regular Sailings from JAPAN, CHINA and PHILIPPINES
 via STRAITS and COLOMBO,
 to Marselles, Havre, Bremen and Hamburg and New York.

Taking cargo on through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and all other Mediterranean Levant, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong :

HOMEWARD.

For Shanghai, Kobe & Yokohama:

S.S. SUEVIA 24th Mar.

For Marseilles, Rotterdam & Hamburg:

S.S. PREUSSEN 24th Mar.

For Havre & Hamburg:

S.S. BELGRAVIA 7th Apr.

For Marseilles, Havre & Hamburg:

S.S. SACHSEN 27th Apr.

For Rotterdam, Hamburg & Antwerp:

S.S. O. J. D. AHLELS 6th May.

For Further Particulars, apply to

Hamburg-Amerika Linie,

Hongkong Office.

[12]

LOG BOOK.

Economy in Steering Engines.

In the new Orient liner Orana, which left London on November 10 on her maiden voyage to Australia, there is an auxiliary or alternative steering gear of the electro-hydraulic type associated with the names of Dr. Hele-Shaw and Mr. Martineau, which was described and illustrated at the spring meeting of the Institution of Naval Architects this year. The makers of both the ordinary steam gear and that of the new type—the two, however, having a working association—are Messrs. John Hastie & Co., Kilbain Engine Works, Greenock, and from tests with the gears made while the vessel was undergoing speed trials and on her voyage to the Thames, it is understood that the power required to steer her on a course was found to be only a little over 2 h.p. This, it can readily be understood, represents an enormous saving in a vessel of the size of the Orana. The absence of lost motion between the steering wheel on the bridge and the rudder was exceedingly marked, and it was found that a very much smaller amount of motion of the steering wheel was required to steer the vessel. Japan's Shipping Trade.

An Osaka journal states that unprecedented activity prevails in the Japanese shipping trade. No fewer than 108 steamers owned by individual and small companies are under charter, the aggregate tonnage so employed being 235,970.

Charter rates average Yen 2.50 per ton and the periods are from six to twelve months, whereas last year charters were only made for from two to four months. Freight rates between Yokohama and Moji are being quoted at 80 sen per ton against 60 sen in average years at this season, which is usually unfavourable for shipping.

The transportation of coal for the use of the Government railways during the next fiscal year will commence late this month. The shipment of timber from Hokkaido is checked by the

COMMERCIAL

Labour Newspapers, Limited.

This Company is formed with a capital of £150,000 in £1 shares, and has been brought into existence by a Joint Committee of the Labour Party and the Independent Labour Party in order to establish and maintain a labour newspaper, to be called the "Daily Citizen." It is pointed out that the Labour Party is the only political party in the United Kingdom which has no daily newspaper to voice and explain its policy, though it has 42 members of Parliament and 1,500,000 organised adherents. The proposed paper is to be a halfpenny morning paper, which will deal not only with home news generally, but will have as an object the creation of a wide interest in the affairs of other countries. It is considered that the venture will start with one great advantage, as there are 2,500,000 Trade Unionists in the country, who by themselves are numerous enough to furnish a public for the paper apart from other readers. The shares are divided into four classes, known as A, B, C and D, intending subscribers being referred to the memorandum of association, which represents the constitution of the Company. It is the D shares that may be held by any persons who may, in the opinion of the directors, be in sympathy with the aims and objects of the Labour movement. Applications are invited for the whole of the shares, with the exception of those taken by the signatories to the memorandum of association. From an investment point of view, the shares will, of course, chiefly appeal to those who are in sympathy with the movement which the new paper is intended to represent. From a general point of view naturally a very great deal will depend upon management.

Far Eastern Bank s.

In a series of articles dealing with banking in various parts of the world, the "Financial Times" notes respecting Eastern banks that as regards the Hongkong and Shanghai Banking Corporation and the Chartered Bank of India, Australia, and China the position of shareholders is somewhat remarkable. The shares of the Hongkong and Shanghai Bank are nominally \$125, fully paid, but there is also a further liability of \$125, and the liability of a transferor does not cease until twelve months after transfer. Similarly in the case of the Chartered Bank of India, the shares are nominally £20, fully paid, but there is also a further liability of £20. In this case, however, the liability of a transferor ceases on the registration of the transfer, but the shares of a deceased proprietor must be sold or the liability assumed by the executors as individual shareholders. The question of the additional liability of shareholders, of course, only arises in the event of liquidation, but it is necessary for investors to know that liability does exist in varying degrees.

The Russian Department of Commerce and Industry has sent to the Duma a Bill concerning the repair of ports and harbours on the Pacific coast. The particulars of the Bill are said to be as follows:

(1) To make Vladivostok an emporium of the world; (2) to repair Nikolaievsk and Alexandrovsk and also to make investigations as to the harbours on the coasts of the Tartar Straits, Okhotsk and Russian Saghalien, with a view to creating new ports for exportation; (3) in order to promote the development of Vladivostok, to repair trades ports of secondary importance standing in close relation with Vladivostok; (4) to repair a number of inlets as ports of refuge, for the benefit of steamers engaged in the coasting trade; (5) to better able to compete with the Japanese in the fish markets, to repair the fishing ports.

Public Companies

GREEN ISLAND CEMENT CO., LTD.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 30th day of March, 1912, at 11.30 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st Decem.b.r, 1911, declaring a Dividend and electing a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 21st day of March, 1912, until SATURDAY, the 30th day of March, 1912, both days inclusive. SHEWAN TOME & CO., General Managers. Hongkong, 18th March, 1912. [248]

LUZON SUGAR REFINING CO., LTD.

NOT CE.

THE THIRTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Peller's Street, MONDAY, the 25th March, at 12.30 p.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1911.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th March, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 8th March, 1912. [212]

CHINA SUGAR REFINING CO., LTD.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Peller's Street, MONDAY, the 25th March, at 12.30 p.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1911.

The Transfer Books of the Company will be closed from the 12th to the 25th March, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 8th March, 1912. [217]

To Sail

"INDRA" LINE, LIMITED

FOR NEW YORK.

(with liberty to proceed via the Cape of Good H. pe.)

THE Steamship

"INDRASAMIA,"

Captain N. P. Pilcher, will be despatched as above on or about 2nd April.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 4th March, 1912. [121]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR GENOA VIA BOMBAY DIRECT.

Taking cargo at through rates to Port Said, Mersina, Naples, and Le Bon, also Venice and Trieste, all Mediterranean, Adria to, Bari, Salona, Valenza, Alcaena, Almeria and Malaga, Levantina and South American Ports up to Callao.)

DAVID SASOON & CO., LTD., Agents.

Hongkong, 1st Mar., 1912. [217]

THE Steamship

"CAPRI,"

Capt. F. A. will be despatched as above on SATURDAY, the 23rd inst., at Noon.

For further particulars regarding freight and passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 8th March, 1912. [232]

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR MANILA, ANGARU, YAP,

MARON, FRIEDRICH, WIL-

HELMSHAFEN, RABAUL,

SAMARI, BRISBANE AND SYDNEY.

THE Steamship

"PRINZ SIGISMUND."

Captain D. Lenx (ready to load, on WEDNESDAY, 4 a.m.) will leave for the above places on SATURDAY, the 25th Inst., at 9 a.m.

For Freight or Passage apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 10th Mar., 1912. [237]

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th Mar., 1912. [247]

To Sail

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Capt. A. Stewart, will be despatched for the above ports on MONDAY, the 26th March, at 4 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN, (occupying 20 days.)

The Steamer leaves about every 8 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 6 to 8 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For freight or passage, apply to DAVID SASOON & CO., LTD., Agents.

Hongkong, 19th Mar., 1912. [248]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"ARRATOON APCAR,"

Captain G. F. Hudson, will be despatched for the above ports on SATURDAY, the 23rd March, at 1 p.m.

For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents.

Hongkong, 18th March, 1912. [248]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.

Taking cargo at Through Rates to Tawau, Lundu, Datu, Labuan, Jolo, Monodo and Jesselton.

THE Steamship

"BORNEO,"

Captain F. Semill (ready to load, FRIDAY, 4 p.m.) will leave on SATURDAY, the 23rd Inst., at Nox, instead of as previously notified;

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 20th March, 1912. [248]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship

"BURMESE PRINCE,"

Captain MacDuggall, will be despatched for the above ports on FRIDAY, the 22nd March.

For Freight or Passage apply to ARNHOLD, KARBERG & CO., General Agents.

Hongkong, 29th Feb., 1912. [187]

CONSIGNEES

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO., LTD., Agents.

Hongkong, 16th Mar., 1912. [212]

OFFICES TO LET—First Class.

central accommodation, light and airy, on First, Second, or Third Floor, in new building being erected for Mowbray Whiteaway LAIDLAW & CO., LTD. Entrance from Des Voez Road. Electric Lift to all floors. Electric Light throughout.

The plan can be seen and all particulars obtained at the Offices of Messrs PALMER & TURNER, Alexandra Building, 3rd Flr.

Hongkong, 13th Mar., 1912. [248]

THE Steamship

"SEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM ANWEBB, MIDDLEBROOK, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd Inst., will be subject to re-charge.

All claims against the steamer must be presented to the Undersigned on or before the 29th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd Inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 16th Mar., 1912. [247]

PARTICULARS OF THE LOT.

Bidders' Measurements.

Dimensions.

Weight.

Bales.

Pallets.

DASHED TO DEATH.**British Airman's Fearful Fate.**

Details are now to hand of the recent death of Graham Gilmour, who was killed on the Old Deer Park, Richmond, whilst flying from Brooklands in a new monoplane.

The weather was favourable for flying, and several aviators took advantage of the climatic conditions after a long spell of rest, among them being Mr. Gilmour, who set out on a flight from Brooklands to Hendon. The machine, it is understood, is a newly patented one, and Mr. Gilmour was testing it at the time of his flight.

Machine Buckled.

He had covered the distance from Brooklands to the Old Deer Park with considerable rapidity, and was flying about at a height of 400 feet across the river. Just after he had entered the portion of the Old Deer Park, known as "the 87 acres," the plane of his machine appeared to buckle up, and the unfortunate man fell. A number of people, who were watching the flight of the machine, rushed to the spot and found that Mr. Gilmour was unseated and fell headlong away from the monoplane.

As showing the force of the fall, the engine of the monoplane was buried about a foot in the ground, and the machinery, which had turned over in its fall, was completely smashed.

Varying accounts are given of the tragic event. One witness states that the monoplane began to drop from a height of 400 feet and fell like a stone, while another attributes the cause to Gilmour meeting a vacuum, or "air-pocket." A third version asserts that as his machine tilted over Gilmour was unseated and fell headlong away from the monoplane.

A little girl named Margaret Bartlett, who witnessed the accident, told a representative that she distinctly heard Mr. Gilmour cry out "Good-bye" as he was falling to the ground, while a lad named Green declared that the aviator was out of the car 50 yards before he reached the ground, falling simultaneously with the machine.

Picturesque Career.

Graham Gilmour did not know what fear was. He escaped unharmed from innumerable adventures in which he flirted with death. One of his friends used to call him "the divine madman."

Mr. Gilmour was about 30 years of age, and was of Scotch descent. Before he took to flying he was an enthusiastic motorist and engineer. At Clifton he was the head of the school workshop. On leaving school he toured the world and then joined the Central Technical College. He afterwards entered the engineering profession, and distinguished himself as an intrepid motor cyclist. He did especially well in hill-climbing competitions.

Mr. Gilmour was one of the spectators of the first Blériot's aviation meeting; and purchased a little Blériot machine. He experimented with this, and obtained his pilot certificate on April 10, 1910.

A spell of good flying work followed at Brooklands. There the airman was accustomed to take risks that appalled more prudent men. On one occasion he crashed into some telegraph wires, with the result that the machine (a Blériot) turned turtle and dropped. It happened that on the spot where the aero dropped was a big gap, and Mr. Gilmour, held in the driver's seat, came to rest in the hollow, thus escaping anything worse than bruises and shock.

Another thrilling experience occurred at Eastchurch on the day of the Gordon-Bennett race. Despite a high and tricky wind in the morning, Mr. Gilmour was not to be dissuaded from flying, and made several circuits, rocking and swaying in manner which threatened instant disaster. The spectators were intensely relieved when the dare-devil airman came down.

Novelties in Flight.

He was fond of devising novelties in flight. On one occasion he undertook, with Mr. Gordon England as passenger, an air tour over Wiltshire, Somersetshire, and

Dorset, calling on friends on the way.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The Parcel Post system to the following places in China is for the present suspended:—Hupéh, Szechuan, Hunan, Kueichow and Tengyueh.

MAILS VIA SIBERIA.

Left London	Arrives Shanghai
February 28.	March 15.
March 2.	March 19.
March 7.	March 22.

MAILS DUE.

American, Korea, 22nd inst. Siberian, Chinthus, 24th inst. American, Siberia, 1st prox. American, China, 8th prox.

MAILS CLOSE.

Swatow—Per Ha'min, 22nd Mar., 10 a.m. Daly—Per Yorimo-maru, 22nd Mar., noon. Macao—Per Sui Tai, 22nd Mar., 1.15 p.m. Shanghai—Per Kweilin, 22nd Mar., 3 p.m.

Siberian Mail

Shanghai, Moji, Nagasaki, Kobe, Yokohama, Victoria & Vancouver (B.C.) (Siberian Mail to Europe)—Per Montagle, 22nd Mar., 5 p.m.

Australian Mail

Manila, Cebu, Iloilo, Angeles, Yap, Maran, Friedrich, Wilhelmshausen, Rabaul, Herbertshof, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle—Per Prinz Sigismund, 23rd Mar., 8 a.m.

Takao—Per Shinchiku-maru, 28th Mar., 9 a.m.

Tsingtao and Tientsin—Per Chipehing, 23rd Mar., 11 a.m.

Kudat and Sandakan—Per Borneo, 23rd Mar., 11 a.m.

Singapore, Penang and Calcutta—Per A. Arcar, 23rd Mar., noon.

Manila, Cebu and Iloilo—Per Yuensang, 23rd Mar., 1 p.m.

Siberian Mail

SHANGHAI, Siberian Mail to Europe—Per Lisan, 23rd Mar., 6 p.m.

ARRIVED.

Fausang, Br. s.s., 2,251, H. S. Malin, 20th Mar.—Port Courtly 18th Mar., Coal—J. M. & Co.

Linan, Br. s.s., 1,250, C. O. Williams, 20th Mar.—Shanghai 17th Mar., Gen.—B. & S.

Sungkiang, Br. s.s., 987, H. Matthias, 20th Mar.—Haiphong via Hoihow 17th Mar., Gen.—B. & S.

Capri, Ital. s.s., Figari, 21st Mar.—Moji 14th Mar., Gen.—C. & Co.

Chip Shing, Br. s.s., 1,109, Mooney, 21st Mar.—Canton 20th Mar., Gen.—J. M. & Co.

Glenlochy, Ir. s.s., 2,997, F. T. Jones, 21st Mar.—Shanghai 18th Mar., Gen.—S. T. & Co.

Chun Sang, Br. s.s., 1,418, C. P. Mattock, 21st Mar.—Canton 20th Mar., Ballast—J. M. & Co.

Tambu Maru, Jap. s.s., 6,193, S. Wada, 19th Mar.—Seattle, Wash., 18th Feb., Flour—N. Y. K.

Tamron Maru No. 6, Jap. s.s., 2,119, D. Wiener, 18th Mar.—Milne 8th Mar., Coal—M. B. K.

Titan, Br. s.s., 5,730, H. W. F. Evans, 19th Mar.—Tacoma, Wash., 19th Feb., Gen.—B. & S.

Tjibodas, Dutch s.s., 2,053, Bonman, 20th Mar.—Macassar and Hoihow 19th Mar., Gen.—J. C. J. L.

Tjitaroen, Dutch s.s., 3,666, P. Zwart, 16th Mar.—Muntok 8th Mar., Gen.—J. C. J. L.

Yeddo, Swedish s.s., 3,112, E. H. Anderson, 20th Mar.—Gothenburg 11th Mar., Gen.—O. W. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 19th Mar.—Manila 16th Mar., Gen.—J. M. & Co.

SHANGHAI, NAGASAKI, KOBE and YOKO-HAMA

Lutzow..... 17,300 { About

HAMA Capt. J. Bottfeld.... { 21st March

MANILA, ANGARU, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY & M'BOURNE

Prinz Sigismund... 6,100 { About

Capt. H. Bremer { 2nd April

KOBE & YOKOHAMA... } Borneo 6,750 { Middle of

Capt. F. Semill { March

All the steamers of the European Line are fitted with Wireless Telegraphy.

Mail Steamers.**THE PENINSULAR AND ORIENTAL S. N. CO.**

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KORE & YOKOHAMA { Namur Capt. F. E. Andrews, a.m.m. } 26th March Daylight Passage

SHANGHAI Delta Capt. E. P. Martin, a.m.m. } 28th March About Passage

LONDON, VIA USUAL PORTS OF Devanya Capt. W. R. Hickox, } Noon, 8th Mar. Freight and

PEKING, O'MBO, PORT SAID AND MANCHURIA Capt. F. J. Fox, } 3rd April Passage

LONDON & ANTWERPEN, NUBLA For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th March, 1912.

NORDDEUTSCHER LLOYD. BREMEN.**IMPERIAL GERMAN MAIL LINES.**

FOR STEAMERS TO SAIL ON

SHANGHAI, NAGASAKI, KOBE and YOKO-HAMA { Lutzow 17,300 { About

HAMA Capt. J. Bottfeld.... { 21st March

MANILA, ANGARU, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY & M'BOURNE

Prinz Sigismund... 6,000 { SATURDAY,

Capt. D. Lens { 23rd March

KOBE & YOKOHAMA... } Prinz Waldemar... 6,100 { TUESDAY,

Capt. H. Bremer { 2nd April

KUDAT & SANDAKAN } Borneo 6,750 { Middle of

Capt. F. Semill { March

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further particulars, apply to

NORDDEUTSCHER LLOYD**MELCHERS & CO.****GENERAL AGENTS, HONGKONG and CHINA.**

Hongkong, 12th March, 1912.

DOUGLAS STEAMSHIP CO., LTD.**Hongkong-South China Coast Ports.**

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY and FOOCHEW AND RETURN, (Occupying 9 to 10 days)

STEAMERS CAPTAIN LEAVING.

Haiyang ... | J. W. Evans..... SUNDAY, 24th March, at 10 a.m.

Hatching ... | W. C. Parfitt WED'DAY, 27th March, at 11 a.m.

FOR SWATOW AND RETURN, (Occupying 8 Days).

Haiyun ... | A. H. Stewart TUESDAY, 26th March, at 11 a.m.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Lepak & Co., General Managers.

20] THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.**MAIL SCHEDULE (SUBJECT TO MODIFICATION).**

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Empire	15th March	6th April
Aldenham	1st April	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Heat. Fully equipped for Passengers and Stewards are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

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